Oregon Short Line Railroad Depot
(Union Pacific Railroad Depot)
Highway 23
Cache Junction
Cache County
Utah

HABS No. UT-114

PHOTOGRAPHS

REDUCED COPIES OF MEASURED DRAWINGS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, D.C. 20013-7127

HISTORIC AMERICAN BUILDINGS SURVEY

OREGON SHORT LINE RAILROAD DEPOT
(Union Pacific Railroad Depot)

HABS No. UT-114

Location: 850 feet east of State Highway 23, between Center Street and First North, Cache Junction, Cache County, Utah.

Present Owner: Union Pacific Railroad.

Present Use: Demolished by 1985.

Significance: The Railroad created the town of Cache Junction, where the line on the east side of the Cache Valley connected with the line on the west side. The depot, built to accommodate both passengers and freight, reflected the railroad company's expectation of growth.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1890.

2. Architect: Not known.

3. Original and subsequent owners: The depot is built on a narrow strip of land bordering the tracks in the northeast quarter of the Southwest Quarter, Section 30, Township 13 North, Range I West, Plat A. The following references to this tract of land are found in the Cache County Recorder's Office, Cache County Courthouse, Logan, Utah:

1889 Deed, signed December 20, 1889, filed February 7, 1890, recorded in Book R, page 578. Oregon Short Line and the Utah Northern Railway Company bought from Margaret McNeil Ballad a strip of land 400 feet wide in the northeast quarter of the Southwest Quarter of Section 30.

1944 Deed, signed May 26, 1944, filed June 8, 1944, recorded in Book 80, page 413. Union Pacific Railroad bought from the Oregon Short Line Railroad said strip of land for $1.

4. Builders: The depot was constructed by the Buildings and Bridges Crew of the Oregon Short Line Railroad.

5. Original plans, construction: The stick-style building is typical of railroad architecture for wooden depots at the end of the nineteenth century. The building is a combination depot where the freight load and passenger volume did not require the construction of separate depots. The design of this type of depot is discussed in Walter Berg's Buildings and Structures of American Railroads (New York, 1893), and most resembles the depot illustrated on page 249.

6. Alterations and additions: Historic photographs indicate that the southern three bays were added before 1915, and that an addition on the north was constructed after 1915.

C. Sources of Information:

1. Early Views: The following views are in the Special Collections of Merrill Library, Utah State University, Logan, Utah.

A-0682, the original depot structure ca. 1905. View of the east side.

A-0173, view of depot from the southeast.

A-0626, view taken from the water tower showing the crowds on July 11, 1915, gathered to see the Liberty Bell en route to the Panama-Pacific International Exposition in San Francisco.

2. Bibliography:

Berg, Walter G. Buildings and Structures of American Railroads. New York: John Wiley and Sons, 1893.

Deed Books, Cache County Recorder's Office, Cache County Courthouse, Logan, Utah.

Logan Journal, April to October, 1890.

Oregon Short Line Railroad Company. Corporate History of the Oregon Short Line Railroad as of June 30, 1916. Prepared in accordance with valuation order no. 20 of the Interstate Commerce Commission.

Prepared by: Peter L. Goss, Ph.D.
Architectural Historian
Graduate School of
Architecture
University of Utah
November, 1975

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Stick-style railroad architecture.

2. Condition of fabric: good.

B. Description of Exterior:

1. Over-all dimensions: 92'-5" x 20'-4".

2. Foundations: Sill logs.

3. Walls: Wood frame with drop siding.

4. Structural system, framing: Wood floor, wood stud walls and modified king post wood truss.

5. Chimneys: Two brick chimneys.

6. Openings:

a. Doorways and doors: paneled wood doors with transom.

b. Windows and shutters: wood windows with double-hung sash. Toilet rooms have outswing pivot type.

7. Roof: Gable roof with asphalt shingles, brackets at several locations and exposed truss forms at gable.

C. Description of Interior:

1. Floor plan: The baggage and storage room is in the north end of the building and the waiting room is in the middle. Various offices are located in the south end.

2. Flooring: various flooring materials, including exposed concrete, linoleum and 3-1/4" wide tongue-and-grooove wood.

3. Wall and ceiling finish: plaster walls with beaded board wainscot 4' high. Storage partition is 1" x 8" shiplap siding. Exposed sheathing on trusses.

4. Doorways and doors: paneled wood doors, flush door to toilet rooms.

5. Trim: flat trim with beads in center section as chair rail, molded base and shoe.

6. Hardware: mortise passage and locksets.

7. Lighting: incandescent, suspended.

8. Heating: gas unit heaters, suspended from ceiling. Stove vents in most rooms.

D. Site:

Ticket office faces east. There is a brick sidewalk in a herringbone pattern on the east and south sides and 12" wide boards on the north and west sides. The railroad tracks are on both sides of the building.

Prepared by: Burtch W. Beall, Jr.
Project Supervisor
Graduate School of
Architecture
University of Utah
November, 1975

PART III. PROJECT INFORMATION

The State of Utah survey, conducted by the Historic American Buildings Survey, was cosponsored by the National Park Service and the Utah Heritage Foundation, and supported by the Utah State Institute of Fine Arts jointly with the National Endowment for the Arts and the Union Pacific Railroad. All work was recorded under the direction of John Poppeliers, Chief of HABS, during the summer of 1975 at the HABS field office at the Graduate School of Architecture, University of Utah. The survey team consisted of Burtch W. Beall, Jr., architect (University of Utah), project supervisor; Dr. Peter L. Goss (University of Utah), project historian; architects Stephen Barratt Smith (University of Utah), Gregory D. Steinbeck (University of Arkansas), Patrick M. Burkhart (North Dakota State University), and Stephen A. England (University of Cincinnati), project foreman. Photographs were taken by Louise T. Taft in 1985. The written data were edited by Alison K. Hoagland, HABS Historian, in 1985.